

COUNTRY

Germany

TOPIC Brand Airfield

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EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1	
DATE OBTAINED		DATE PREPARED	16 April 1952
REFERENCES			25X1
PAGES	3	ENCLOSURES (NO. & TYPE)	25X1

REMARKS

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1. A boxcar which arrived at Brand airfield on 5 April 1952 from Falkensee was consigned to the Soldatova Economical Agency and was loaded with fertilizers. On 12 April, 6 railroad tank cars arrived from Riesa-Port and on 13 April, 8 railroad tank cars arrived from Riesa-Port. On 16 April, a railroad tank car arrived from Velten. (1)
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2. [REDACTED] the leading edges of the wings of Type-27 and 30 aircraft at Brand airfield had no opening flaps or covering, and no small numbers were seen on the wing between the fuselage and the left side engine of these planes. (2) All the planes observed taxied to the take-off point with lowered landing flaps.
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3. During the period from 8 through 10 April, there was individual flying at the field. The planes observed remained aloft up to one hour. Theoretical instruction was also given.
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- (3) During the night of 8/9 April, three boxcars with bombs were unloaded on the spur track. The bombs were trucked to the ammunition dump. On 9 April, the empty bomb crates, 130 x 50 cm, were piled up near the temporary barracks. Four of these crates were loaded on one truck. On 9 April, [REDACTED] about 30 men were confined in the military prison. The occupants of the prison had to work at the field. Holes for fuel tanks were being dug at the fuel depot. Work on the construction of the northern taxiway was to start on 21 April and was to be completed within two months. Construction work on temporary barracks buildings continued.

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4. At 5:30 a.m. on 15 April, sirens were sounded at the field. Personnel carrying field equipment took up positions in the area and women carrying small suitcases and gasmasks hurried to trenches. They left their position at 10:30 a.m. At 9 a.m., the aircraft took off individually from east to west, assembled in formation and then flew on. The last flight took off about 1 a.m. Only one plane remained at the installation. The formations reassembled at 1:30 p.m.

- 25X1 27 planes. Each of those planes had a Plexiglass nose, a ventral turret painted light blue and a tail fin. The last of these planes was parked in the aircraft dispersal area by 4:45 p.m. Between 2:30 a.m. and 3 p.m. on 16 April, some individual take-offs were observed.

This plane had two cockpits, but had no ventral turret or tail fin. On 17 April some take-offs were practiced.

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5. In 17 April, the chief of the Koch office in Lusendorf ordered a kitchen, 2 temporary barracks buildings for 12, 1 garage, a dispensary and 2 other unidentified buildings to be constructed in an area south of the present officer's billets. Work on the taxiway in the northern portion of the field was scheduled to start on 19 April. Work on the hardstands in this portion of the field was scheduled to start on the same day. Work on the construction of the five hardstands at the eastern end of the southern taxiway, the extension of the aircraft dispersal areas, and the three hardstands north of the southern taxiway was started on 11 April. One concrete mixer was used for this work. Plans for the scheduled oxygen building, battery shop, compressor station and the second flight control station were not yet available.

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6. After 11 a.m. on 18 April, four 6 planes were continuously aloft. Individual take-offs were practiced. At 12:30 p.m. a plane marked by the red No 13 took off. It towed an air sleeve 15 to 20 meters long and 50 to 60 cm in diameter on a rope about 500 meters long.

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7. On 18 April, Captain Kirovchenko (fmu) discovered a crack about 2 meters long on two hardstands. He immediately reported his observation to the airfield commandant. From 6:00 to 8:15 p.m. there was a conference at the construction bureau. The conference was attended by Colonel Valdayev

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He mentioned that his wife was still living in Granichburg but would move to Brand after completion of the block houses at the field. His adjutant was a senior Lieutenant. The conference was also attended by Colonel Lukharukov (fmu) and Lieutenant Colonel Smirnov (fmu) from the air force construction headquarters in order. From construction records it was determined that the two hardstands which showed cracks had been built at night. It was declared that the damage was only minor and did not require repair work. Colonel Lukharukov stated that 15,000 square meters of concrete slabs at Juchterbog airfield and 40,000 square meters of concrete slabs at Elzow airfield were defective. Lukharukov asked whether these concrete slabs, which were 20 cm thick, could stand a load of 100 tons. The airfield commandant, Colonel Lukharukov and Lieutenant Colonel Smirnov said that Brand airfield was designed for heavy aircraft. The temporary runway lights were to be installed as rapidly as possible. (6)

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8. There was no flying on 19 April. The A1 guns which arrived during the night of 7/8 April, were observed south of the southeastern end of the southern runway near a woods. The four guns were placed 50 meters apart in a square. About 200 meters north of the A1 emplacement was an unidentified object, about 2-2.5 meters high, covered with a tarpaulin. (?)

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9. [REDACTED] A burglary occurred in one of the buildings he was guarding. Lieutenant Colonel Valdayev (fmu) gave orders to recruit new workers for Brand airfield. (8)

13. On 21 and 22 April, there was no flying at the field. Fuel shipments arrived on 22 April. Type 27 aircraft [redacted] practiced flying 25X1 on 23 April. (9) During the period from 24 through 26 April, individual take-offs were practiced. Between 22 and 23 April, a Douglas type plane repeatedly took off and landed at the installation.

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## Comment.

- (1) The Volkatova Economic Agency is reported for the first time. It appears that this designation refers to the border regiment itself since another source reported that its commanding officer was a Colonel Volkatov. The railroad tank cars reported [redacted] not included in tabulations of the Central Railroad Tank Car Distribution Point Berlin.
- (2) [redacted]
- (3) On 15 April, 1952, the regiment took off for [redacted] apparently for tank release 25X1 practices at the Listerse training field. [redacted] The alert practice preceding the take-off of the unit was also observed at other fields. It appears that such practice alerts are held periodically. [redacted]
- [redacted] a plexiglass nose, a ventral turret painted light blue and a tail gun, are definitely type 27 aircraft. To date No 01 has been identified as a type 30 plane by three different sources.
- (5) This data on the occupation of the field agrees with previous information. For layout sketch of the construction work at this airfield, see Annex.
- (6) Based on the dimensions of the runway and the aircraft dispersal area, it appears that the airfield is suitable for heavy aircraft, such as Tu-4s. However, it is not known whether the runway will support the heavy weight of such aircraft. A plan of the permanent runway light installation was transmitted previously.
- (7) The arrival of these AA guns was reported previously. [redacted] The guns came from Berlin. [redacted] It has not been determined where the other AA guns which arrived in Brand with the above mentioned shipment were located.
- (8) Lieutenant Colonel Monkin is the supply officer of the ground unit of the border regiment. It appears that this unit intends to recruit German civilians, while other units of the Twenty-Fourth Air Army have reportedly discharged their German employees.
- (9) This observation again indicates that flying activity depends on the arrival of fuel shipments.

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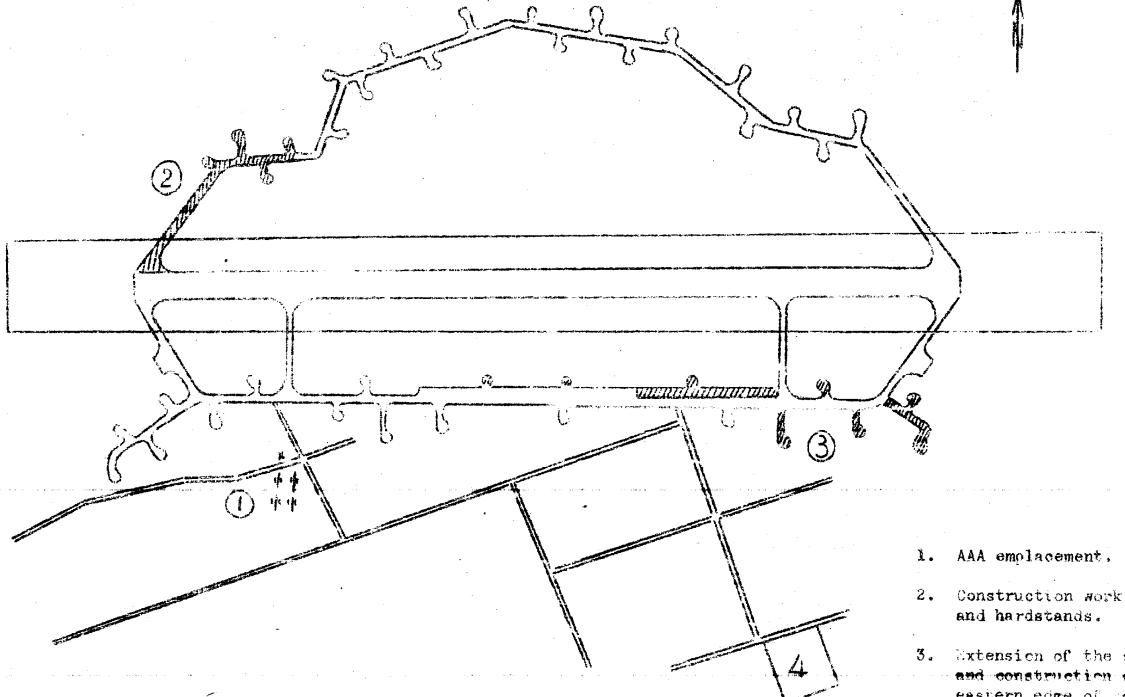
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Construction Work at Brand Airfield

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Annex to [redacted]

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1. AAA emplacement.
2. Construction work on the northern taxiway and hardstands.
3. Extension of the aircraft dispersal area and construction of hardstands at the eastern edge of the southern runway.
4. Area for new buildings scheduled to be constructed.

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